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MS 76 Box 10 Notebook 24 - (Copy no. 1) The Kanawha Road carbons (duplicate)

Fred Bussey Lambert

(Copy #1)
The Kanawha Road
Carbons

(Duplicate)

MS 76
BX 10
NBK 24

Perhaps, the greatest factor, in the development of Barboursville, before the War, was the "Kanawha Road," which started at James River, a few miles east of White Sulphur Springs, and thence, by way of the springs, across Green Brier River, to Louisburg, and on, to Charleston, where it crossed the Kanawha River by means of a ferry, and then came on, by way of St. Albans and old Hurricane to Barboursville. From here, the road crossed the Guyandotte River, below the present bridge and followed the Pea Ridge route, to Russell Creek, to the Spring Hill Cemetery on Walnut Hills. It then went by Marshall College and turned to the left, and down Fifth Avenue and followed the Ohio River bottoms to the mouth of the Big Sandy. This old road came through Barboursville, on the present site of Main Street, in front of the Court House. Mr. Claudius Crozet was the engineer, who laid it out. He was a Frenchman, and predicted that the land, on which Huntington is now located, would, some day, become the site of a great city. The people of Guyandotte were very much dissatisfied, with the route, from Barboursville, to Big Sandy, claiming that a foreign engineer had tried to kill their town, by directing their trade, to a point beyond it, making the terminus of the road, as they said, in the woods, at the mouth of the Big Sandy. In the early 1830's, some of the citizens, of Guyandotte, formed a Stock Company, and built the road, from the mouth of Mud, to Guyandotte, on the upper side of the Guyandotte River, thus correcting what they considered a grave mistake, of the "foreign" engineer, who had reported that side of the river as hardly fit for a great highway. It seems that our modern engineers have, at least, partially vindicated Crozet, for they have recommended the Pea Ridge route, for the new graded road, from the mouth of Russell Creek, to Barboursville, prefering to bridge the Guyan River twice rather than follow the other route. The Guyandotte Company built the first bridge across Mud River, on almost exactly the site, of the present bridge, and in fact, all the others that have since been built. They sold their interest, to the James River Company, in a year or two and they rebuilt the bridge in 183 , in a more substantial manner than the Guyandotte Company had built it. It was a wooden structure, and looked almost exactly, like the covered bridge, which many of our old citizens can well remember. The Kanawha Road, in importance, stood third on the list, of all the roads, across the Allegheny Mountains. The great "National Road," through, the northern part of our state, and Ohio, Indiana, and Illinois, to the Mississippi River, being the most important of all the routes. "The Cumberland Gap" route, leading from the Valley of Virginia, through Kentucky was, perhaps, second in importance, while the Kanawha route was, unquestionable, third. This road, from the Big Sandy, to the James, in its steepest places, had a grade of only five degrees, and a road bed of twenty-two feet, while the right of way, in many places, was sixty feet. In the days of its splendor, it

was a great turnpike, over which magnificient stage coaches, drawn by four or six horses, galloped or trotted along, and carried the eminent statesmen, such as Henry Clay, Henry Banks, Madison, Jackson and others, to the White Sulphur Springs, or, on to Washington, and return. Over it, passed great loads of merchandise, going East, with the products of the West, or returning with tobacco or other manufactured goods, from the East. They were drawn in the "Old Virginia Conestoga," or "North Carolina" wagons, which were but different names, for the same thing. Long before the building of this road, there had been another road, across the mountains called the "Old State Road." This was built, into Greenbrier County, in 1786 and 1787 It was not long until this road was continued to the Ohio, but the date is not definitely known. It is known that there was some kind of a road, from Cabell County to Kanawha as early as 1804, and the Kanawha records show that roads were authorized to be surveyed, as early as 1802. It is more than probable, that this part of the road was made under authority, of the County Courts of Cabell and Kanawha. The demand for roads, among these western pioneers can best be understood, by an inspection of the records of the different counties. It is difficult to conceive of any road, in use today, that was not pointed out, or established, at a very early date.

Scarcely a court convened, but one, or more roads were ordered surveyed. The people were collected under a superintendent, and assigned a certain road, on or near which they lived, in order to keep it in repair. Cabell County had not been in existence five years, until roads were opened to the Falls of Guyan, to Big Sandy, to the Little Guyandotte, up Seven Mile, Twelve Pole, Four Pole, in fact, to all parts of the present county and even into Wayne, Mason, Lincoln, and Putnam Counties. They were not so particular about the kind of roads, as they were to have roads of some kind.

In the building of the road, between Barboursville and Charleston, there is no doubt, but that the salt industry, east of Charleston, was a strong factor. This was a necessary article, among all classes, and, while it is true, that Thomas Ward made small quantities of salt, on Guyan River between Salt Rock and Martha, and also on the Big Sandy River, it is certain that he did not begin to supply the demand, and, as previously stated, on pack horses, and bring back, at most, a few bushels of that precious commodity. At first, the price was two dollars and upwards, per bushel, but, with increased competition, and improved methods of manufacture, and with the opening of the turnpike, and also the use of steamboats, on the Kanawha, and the Ohio Rivers, making transportation cheaper, the price decreased.

Lead was also a necessity. There were no lead mines, in this region, hence, in the very early days, it was sometimes found

necessary to travel over the mountains, into the Valley of Virginia. Louis Summers passed over the eastern part of the road, as early as 1808. He kept a journal, and reported that salt was then selling, at two dollars a bushel, at the Ruffner Works above Charleston, but that he could have bought it, at one dollar per bushel, provided he would agree not to sell it, for less than two dollars. There were no trusts, in those days, as now known, but it seems that the idea was beginning to develop. His journal shows that even, at this early date, drovers were beginning to drive their hogs through, from Ohio and Kentucky. This furnished sale, for a limited amount of corn, and thus supplied the pioneers with money, which, at that time, was so scarce, that hides, or furs, and salt were about the only mediums of exchange. Considerable travel was directed to Richmond, the capitol of the state. The early law makers rode over the mountains, on horseback, to attend the sessions of the Legislature, and returned the same way. Before the formation of Cabell County, this region was a part of Kanawha County. George Clendenin, the founder of Charleston, and Daniel Boone, the great Kentucky pioneer and Indian fighter, became the first representatives, from Kanawha County, and incidently, from what later became Cabell County. These men appeared in the Legislative Halls, at Richmond, clad in the same garb, which they were accustomed to wearing at home. The contrast between the western members, and the polite aristocracy of the east, was so noticeable, that class distinctions became unavoidable. The people of the west were often refered to, in later years, as "hewers of wood and drawers of water." This only intensified the feeling between the two sections, and helped to form that strong sentiment, in the West, which later resulted in the new state of West Virginia.

After the coming of the stages, there was a wonderful change in the manners and customs, of the people. Many, more or less aristocratic families, moved from Virginia, into the Kanawha Valley, and gradually extended, to the Kentucky line, where the typical old Virginia gentleman met his kinsmen, who had come by routes other than the James River and Kanawha. The increase in travel was immense. "The Kanawha Banner" in an editorial, December 9, 1831, estimated that twenty-five hundred travelers were passing over the road annually, adding to the money circulation, of the region, more than seventy-five thousand dollars. Previous to this time, the more respectable travel had been compelled to persue the circitous route, through Kentucky, by way of the Cumberland Gap, or the northern route, over the National Road.

Much travel both, from the east and the west, was attracted to this region on account of the magnificent scenery, and the fact that the road passed through the most celebrated springs of the south.

The Kanawha Road

With all the bad roads which the early pioneers were under the necessity of using, one would imagine that men would remain at home, and thus avoid the unpleasantness and inconvenience of travel; yet, anyone, who has ever had access to the early records, diaries, and writings of our forefathers cannot fail to be impressed, with the number of persons journeying, over the mountains, and elsewhere. It is probably true, that the absence of newspapers, and ready means of communication made people more inquisitive, at that early day than now. This travel made it necessary that "Houses of entertainment" be established, at more, or less regular intervals; otherwise, the general public would be under the necessity of caring for the travel, from the glowing accounts it often read of the hospitality of the early pioneers, we would infer that every home was open to anyone who might chance to pass through. Therefore, we are surprised to find these Houses of Intertainment so widely distributed, as an examination of the County Court records would indicate. The writer has carefully examined the records of Cabell County for several years from 1814 and finds this statement to be correct.

The law required every person, who wished to keep tavern, to obtain a license from the County Court, and to enter into bond and security. The following is a copy of one of the records granting a license: to Thomas Morris in 1814: "On the motion of

Thomas Morris, ordinary license is granted him, to keep an ordinary in the town of Barboursville at the house now occupied by Ben Maxey, who thereupon, with Cadwaller Chapman, his security, came into Court and gave bond, as the law directs." The earlier County Court records are misplaced.

The license fee was usually about $18.00 per year, and proportionately less, for a shorter time.

The records show that Peter Dirting (now spelled Dirton) was granted such a license, in 1814. He was jailer also, but died about 1815, and his widow, Elizabeth Dirting, continued to keep an ordinary at her house, in Barboursville, for several years. In 1815, license were granted to John Everett, Samuel Short, Jeremiah Ward, Thomas Morris, Adam Black, George Chapman, John McConahan, John Morris, June and Joseph McConigle.

Jeremiah Ward lived somewhere, in the region of Four Pole creek; Thomas Morris lived in Barboursville; John McConihan in Guyandotte; Adam Black lived near the present Town of Ona; while John Morris lived on the road a few miles above. Adam Black continued to keep ordinary for years, although it is not certain he kept one all the time. In fact, he was keeping hotel and stage stand, in a building yet standing about three miles below Milton, up to the Civil War. John Y. Chapman kept, in Guyandotte and Ben Maxey, in Barboursville. In 1817, Ben Macey, Phillip Baumgardner, Elizabeth Dirting, William McComas, June and Thomas Morris were all keeping in Barboursville. In 1818, James Conner, who lived in the valley, near Culloden, took out a license, where he continued to keep, for some time, while John Shelton was licensed to

keep "at a brick house he rented of Thomas Ward, in Barboursville."

The County Court had the legal right, to fix the ordinary rates, in this county, but as usual, except, that lodging was 12-1/2¢, oats and corn 12-1/2¢ per gallon, horse, standing in hay all night, 12-1/2¢. Cordial, cherry bounce and gin 18-3/4¢ per half pint. The Court seemed to forget to fix the rates on this occasion, for "Whiskey and Peach Brandy, but a little later they were fixed at 18-3/4¢ per half pint, peach brandy, per ditto 18-3/4¢. On page 215 of this same record, we fixed whiskey could be sold at $2.00 per gallon, the best wine and peach brandy, at $6.00 per gallon, while meals were 25¢ each.

It is not likely that these rates were always charged, as they were the maximum. Nearly all the old men with whom the writer has conversed on the subject, insist that liquor could be had at a very much cheaper rate, in their day. Long before this in 1802, the County Court of Kanawha County had established a rate of 8-13¢ for lodging, meals 25¢, whiskey per half pint 10¢ #1 peach brandy 12-1/2¢, beer, or cider, per quart 10¢.

Stephen Teays settled at Coalsmouth about 1800, on the lower side thereof. Here he established a ferry, and kept an inn and worked on his farm, and entertained the travel, which was then from, and to the Ohio River, at Gallipolis and Point Pleasant. Later, his son, James T. Teays, came and settled where the turnpike crossed Coal River in 1831, and built a small two-story frame hotel. When Judge Lewis Summers made his tour from Alexandria to Gallipolis, he kept a Journal, in which he makes the following

note: "Tavern kept by Tyree; pretty good house." This was Richard F. Tyree, who, it is claimed, kept the first House of Entertainment in Lewisburg.

Probably the most celebrated tavern, on the whole route, with the possible exception of the one at White Sulphur Springs, was Callaghans, of whom more anon. He came, at a very early time, and left his name perpetuated by Callaghan Station, on the C & O Railroad, near which he was located.

John Hansford moved to the Kanawha River below Paint Creek, in 1799, and built the first frame house on the Kanawha River. He kept a House of Entertainment, and was militia Captain and also a magistrate. Henry Clay and Henry Banks, land speculators, members of the Legislature, and of Congress, and travelers generally, stopped there. They had muster rolls each year, spring and fall. Here from all parts of the county, the militia would gather. Mr. Hansford made peach and apple brandy, and let it age. After the muster practice, he would roll out a barrel of brandy, and then purposely disappear, as the sequel did not fully accord with the dignity of his official position. The fighting would soon commence. They amused themselves, by what was known as "gouging," in a process of fighting with nails, purposely trimmed sharp. Such were the mountain taverns, before the building of the Kanawha Road. They had their origin, in the very necessities of the time. From the list of names of these early taverns, it seems that almost every backwoodsman was a tavern keeper. This indicates that there was considerable travel in that early day, and also, that money was scarce. (The early landlords differed from those

of a later day, in that they were not tavern keepers by profession. They were hunters, farmers and ferry keepers, as well. Aside from the fact that they kept liquor for sale, they made little, or no extra preparation for their guests.) (Reminiscences of Alvah Hansford.)

The travel was of a transient and spasmodic nature, and, if one house should be over-crowded, the doors of all the others were open. Most of the buildings, even in the towns, were of logs. Almost in the center of Barboursville until a few years ago, an old log dwelling was standing yet, a reminder of the days, when only the wealthy could afford better buildings. The traveler, who chanced to stop at one of these first ordinaries, found little to distinguish it, from an average mountain cabin. The food consisted of whatever the season afforded; molasses of homemade sugar, game, fruit in the natural state, or dried, but never canned.

Pumpkin and beans, dried in strings over the fire, formed the bulk of the food. This, with the corn bread, made of meal, ground at the little water mills, was a meal fit for a king. At night, it was no uncommon thing for a guest and his family to occupy the same room, as sitting room and bedroom, tell their hunting and Indian stories, and drink liquor from the same demijohn.

After the building of the pike, the Inns took on a more mercenary character. The landlords were no longer, to the same extent as before, men of all trades, but they now became innkeepers, by profession. As the stages only stopped at certain places, it is probable that there were not as many, as before; at least, they were not so scattered. About the only source we have, as to the

character of the Taverns of that day, is the newspapers published, at Charleston; and of those only a few files are known to be in existence, and those covering only a period of only about ten or twelve years at the beginning of the pike's history. In Charleston, George Goshorn kept at the "sign of the Jackson Hall," on the bank of the river, just above "the Middle Ferry, and opposite the Court House." Mr. Goshorn kept the ferry,(Kanawha Banner, April 11, 1831,) and hence was able to direct much of the travel his way. This ad was dated 1820, but, he states, that "he still continues to carry on the business of tavern keeping," showing that he was there, previous to that date.

The Charleston Hotel stood "in the center of the beautiful village of Charleston and immediately on the bank of the Great Kanawha River, nearly opposite the steam-boat landing." George Spottswood was the proprietor. At first it was a stage stand, but a change was made to Major Ruffner's, about a mile and a half above town. Mr. Spottswood adroitly calls attention to the fact that the "charges at stage establishments are sometimes unreasonable," and "hopes the removal of the stages will not prevent those desirous of resting a few days, and awaiting a boat from putting up at his house. Charges are:

25¢ for each meal

12½¢ for lodging,

50¢ for horse (24 hours),

Cheaper rates by the week or month." He makes the significant remark, "A moderate allowance of genuine old rye free to travelers, gratis," and "in conclusion, he begs to assure the public that

nothing an old Virginian can do for the comfort of those who may call on him shall be neglected."

One of the most celebrated houses of entertainment, on the whole route, was kept by Major Daniel Ruffner, one and a half miles east of Charleston. He owned hundreds of acres of land, and has as find pastures as the Kanawha Valley could boast of. "A traveler, in 1832, described it as "a fine brick house, embowered in trees and grapevines, with a noble apiary, about a mile south of the village of Charleston. We regretted to see the family mansion of the old worthy Cohoe desecrated to the use of a hotel. The fields of the Western man of Uz we could not discover nearer than four miles from the mansion. He further states that more than a thousand acres of fine corn and grass were growing on the place. Major Ruffner began keeping here about 1820. There was a camp meeting ground near his farm at which the people gathered every year from all parts of the country. Here they would listen to the "wit, wisdom, and eloquence" of ministers of earnestness and ability rarely surpassed at the present day; while their horses fed on the great pastures of Mr. Ruffner. The name of this typical old Virginian is still perpetuated by his descendants in the "Ruffner House" at Charleston, one of the finest hotels in the city.

Most of the advertisements for these old Homes of "Entertainment" were of a condescending nature. In 1830 C.V.Drecksler opened the Saline Hotel at the Salines, 6-1/2 miles east of Charleston. He had "extensive stabling provided with wholesome

hay, corn and oats and careful ostler. "By strict attention to the comfort of travelers he hopes to merit a share of public patronage" "Separate rooms for the accommodation of private families always in readiness." This was to accommodate the local travel to the Salines, as it was too close to Ruffner's to be a stage stand, a hack would run to Charleston morning and evening.

> A Northerner, traveling over this route rarely failed to notice the condescension of the landlords. Said one: "The mountain taverns are moreover, exceedingly hospitable and attentive, with a full measure of "Yankee" curiousity." (Kanawha Banner, January 7, 1831).

The same writer, speaking of the Tavern, at Kanawha Falls says: "The tavern iskept, by a good natured chunk of a man, who, like Sancho, cast a shadow of nearly the same when lying as when standing. He was obliging, almost to annoyance, and officiousness, as I may remark in passing, and so are all the landlords, in these new routes, where passing has recently been let in upon the solitudes, like light in ancient fable, upon the lower regions. Mountaineers are fixed along the new route, allured by the passing, and are either taverners or people who furnish them with supplies."

The editor of the Banner, however, takes issue, with this opinion of our landlord. "The author has already mistaken the part and bearing of mine host at the Falls. True native politeness is one of the most striking among the many good qualities of this gentleman." "A better tavern or a more agreeable landlord is seldom met with anywhere. Another writer, quoted in The Gazeeter, of Virginia, speaks of it as a "spacious hotel, which stands opposite the Falls."

Fourteen miles east of Kanawha Falls Phillip Metzger, in 1831, owned a large farm and stage station. In an ad, to sell the property, he said there was over a hundred acres cleared. "It was a large and commodious dwelling house, with all necessary out-houses. It has a barn 80 feet in length, and 20 feet in width; and under the barn thirty-two stalls. Part of them are not yet finished."

Robert W. Poindexter was Proprietor of "Liberty Hall" situated on the turnpike, ten miles below Charleston, at the "house formerly occupied by Mrs. E.B. Thornton." This would be a mile or two above St. Albans.

One mile below Charleston, at "Willow Grove" Mrs. Watson "is prepared to entertain travelers at her house on the south side of the Kanawha."

The Kanawha Banner, of Feb. 13, 1831, contains an ad by Daniel Morgan, of Washington County, Ky. offering to rent for one year, and perhaps, more, all that farm, ferry and tavern seat in Cabell Co., Va., on the Ohio River, and immediately above the mouth of Big Sandy, at the termination of the turn-pike road." We learn, from this ad, that "David McCormick lived, on the premises, and that "considerable land has been recently cleared and there has been considerable made by keeping store house."

In 1832, Maupin's Corners, and Wilson's Taverns, were scattered along the route, between Barboursville and Hurricane Bridge.

From the "Gazeteer of Virginia and District of Columbia, "published in 1835, we learn that there was a hotel at Gauley Bridge, stage stand, and a "good tavern at Coals Mouth." At Hansford P.O., opposite the mouth of Paint Creek "The only houses are a mercantile store, and a House of Entertainment. There were three hotels, each at Charleston and Lewisburg, while around White Sulphur Springs "Several large and handsome hotels have sprung up in the neighborhood, for a distance of six or seven miles, with the view of merely accommodating the company overflowing, from the limited accommodations of the Springs." At Frankford there was a tavern then miles N.E. of Lewisburg. A short distance off the pike, were two taverns. There were also excellent taverns, at Blue Sulphur Springs, and other springs in the vicinity of White Sulphur. At Lewisburg, Frazier and May, kept noted hostelries. This was a great court town, in those days. The State Law Library was located here. Around these taverns, judges, lawyers and jurors, mingled with the aristocracy of the road. When court was in session, tourists from the White Sulphur, frequently came over to spend the day and listen to the great speeches, made by such men as Judge G.W. Summers, an orator, of such ability, as to have attracted attention, in any court in the United States.

From the Guyandotte Herald, of December 1, 1854-5, we learn the names of some of the hotels, in Guyandotte, and Barboursville at that time. The "Eagle Hotel," at Guyandotte, was kept by John W. Baumgardner. O. Moore and J.H. Vandiver were proprietors

of the Union Hotel, on the "Corner of Guyan and Front Streets near the steamboat landing." James Stuart ran the Stuart, which he had recently enlarged. This was situated on Main Street, baggage was brought, from the river, free of charge.

An old lady living in Guyandotte, stated that John G. Wright kept a hotel, on the river bank, and that the hotel, on Main Street, stood where the Page & Everett Building now stands. She claims the Wright Hotel was the better of the two. The Main Street hotel was operated by many different people, among them was one named Smith, who fell down stairs, and broke his neck. He was not related to the Smiths living in Guyandotte.

Mrs. Evan Blume and Mrs. McKendree ran a temperance tavern on Front Street, in Barboursville, "free from a set of drunken loafers who always lay around a whiskey tavern."

John Hatfield and William Merritt also kept taverns.

The stage stands, along the route, were always located in connection with the taverns. Mr. Anderson Bias, who I have previously quoted, and who worked on the road, about 1852, said, at that time, the stage stands were located as follows: The first was, at the mouth of Sandy. One was at Coal's Mouth, of which the proprietor was John Overshiner. The next of which he has any recollection was kept by Geo. P. Huddleston, three miles below the Falls, on the left of the Pike, going east.

Aaron Stockton had a tavern, at the Falls. It was a three-story brick, located just above the Fall Rock, on the right of the Pike, going east, two and a half miles, above Stockton's. Old

man Miller kept at the foot of Gauley Mountain, in a frame house, on the right hand side of the Pike, going east.

Vaughn's Tavern, a large two-story frame, was located four miles beyond Hawk's Nest, on the top of Gauley Mountain.

John Morris kept in Teay's Valley in a house still standing, and occupied by T.J.Berkeley. It is about three miles below the Village of Hurricane.

The house, in which Adam Black kept, is standing at the present day, also. It is now occupied by

Andrew Curry kept tavern, at Hurricane Bridge, a long while before the War.

With the exception of White Sulphur, Callaghan's was the most celebrated tavern on the route. It was situated on Dunlap's Creek, 13 miles east of White Sulphur Springs, at the intersection of several great mail and stage routes, through the Valley. Dennis Callaghan was landlord here for many years, before the building of the Pike. Lewis Summers spent a night with him when journeying through the Kanawha Valley, in 1808. After his death, he was succeeded by his son, who, like Rip Van Winkle's son, seemed to have inherited his father's traits, with his "cast off galligaskins." Here centered all the travel from north, east, south and west, from Pennsylvania, and Maryland, and through the Shenandoah Valley from Washington, Richmond, and other great cities, of the east, from North Carolina and from the Ohio; here it paused a little, "joked with our genial landlord, and tasted his liquor, enjoyed his hospitality, and then passed on to the Ohio, by way of the Great Kanawha, or Boone's Wilderness road, or even, to

the Father of Waters." Here is a view of Dennis Callahan in 1813: "At Dennis Callaghan's, where we breakfasted, there is a little stream which joins James River, and eventually mingles with the ocean, and a few miles beyond there is a similar one which is a tributary to the Mississippi. Here then, resides the mighty River God, of the Alleghanies, who carries an urn under each arm, from one of which, he presses the waters of the east, from those of the west. My mind expanded as it floated rapidly like a canoe down the river one moment, dwelling on the vast and endless river, whose immeasurable tributary streams, like veins and arteries, find their common centers, in the heart of that great valley, forming natural links, and bonds of common union, which will forever remind the people of that east region, which tells of their kindred blood and kindred interest."

"But I must not forget little Dennis Callighan, who is neither muscleman nor oysterman, and at any rate, would much rather have the inside of an oyster, than its shell. I'll swear for him. Dennis is a sort of "Old man of the Mountains" as well known in these parts, as Dennis Bulgruddy was on Muckrish Heath. He is an Irishman, having true blue pluck liven and lights, midriff and all; and settled in this place, about the time the oyster shells foundered in a rock, nearby, and I believe, for the memory of man runneth not to the contrary, of his being here. How he got here, the Lord only knows, but here he is, and here he is likely to remain and flourish, for no trouble ever passes his door without calling; either because it is the only house of entertainment, for many miles, or because Dennis is such a wag pestilent and

withal, a very honest fellow, which for a publican, is prodigious. He may be known, by being a little fellow, dressed in long tailed coat, with buttons, about the size of a pewter plate, a pair of breeches made very loose ornamented, with new buckles, of massive workman-ship, and square or nearabout, I won's be positive. He has a mighty way of pulling up his galligastins with one hand, and drawing the sleeve of the other accross his nose, at the same time, I suppose, because it tickles him. His stockings were of mixed woolen, and had in them, a pair of small, jolly, long, thick, spindle legs, that precipitated themselves into his shoes, by means of two feet, at the end of them, which said feet were rather short, but made up in length. He wears a queue of some two dozen hairs, which, in their primitive institution, seem to have been black, but are now like Hamlet's Senior' beards, a sable silver. As Dennis will doubtless be recommended, by posterity, I thought it well to be particular in giving a description of him, which will doubtless become valuable as he shall become extinct."

"We inquired of Dennis, if we could get breakfast, being pretty sharp set with a ride of fourteen go d, honest, long miles. "Breakfast, said Dennis, with infinite gravity, You can't get breakfast here. I don't keep tavern any more." "However," said he, after enjoying our perplexity, 'I am just going to breakfast myself, and you are welcome to go snack with me.' In a little time, we were going away. Oliver, a traveling companion, very gravely thanked him, for his hospitality, without offering to pay him. This made Dennis look rather blue, for he

thought it was carrying the joke a little too far. However, we paid him at length, in silver, at which he expressed no small astonishment, not having seen any, in a long time.

In the White Sulphur Springs papers, page twenty we have a view of the younger Callaghan, in 1838: "We stopped once more, on our road, at Callaghans, a great breakfast house, thirteen miles, this wide of the White Sulphur, at the intersection of several mail routes. We were very hospitably entertained, by the fascitious and obliging host, who never differs, in opinion, with his guests on any subject, 'that's not fare', Dennis Callaghan, the father of the present proprietor, was immortalized by the author of 'Westward Ho.' On which side of the question are you, Mr. C$_a$lligh an?" said one of us, to him, at parting. "Why sir, I don't like to differ--"I'm sure we don't" "but, how do you stand?" "Why, said my friend, "I am Van Buren, subtreasury administration, ultra Whig." "Well, said he, "Mr. Stranger, I am exactly where you are."

The life of the road terminated in the life at White Sulphur Springs. They were justly called, "The Saratoga of the South," for next to that resort they were the most noted watering place, in the United States. They were known at a very early date, but opened as a public resort, until 1818, by Willaim Herndon, who had leased the property, for a period of ten years, of the owner, James Caldwell. From that day, for many years, the place was crowded with visitors, during the warm season , for many years, o this day, bids fair to be the most popular resort and even t in the State. Here were gathered Presidents of the United States,

Senators, Judges, Governors, while whole families came to mingle, in the gay society, and recuperate their health.

"There is an arrival; it must be a family from the south, from the extent of the train and the number of horses and vehicles. First comes the baggage wagon, then a young gentleman on horseback; then follows the diligence, containing the children, nurses, and band boxes. After that comes a closed carriage, with the ladies of the family, then the gentleman himself, riding after, and the cavalcade brought up by several other vehicles, and several as outriders."

So many classes of people were sure to attract a crowd of physicians, phrenologists, dentists, and itinerant jewelers, to fatten, on the purses, and impose on the credulity of the inexperienced. The traveling museum, with its wax figures, snakes, Indian costumes, wolves, and other animals, passed through.

Deer were plentiful in the vicinity. A son of the proprietor owned a pack of sixty hounds in 1838. The season opened in August and continued four months, almost without interruption. The deer were so plentiful that the ladies often witnessed the hunt, from their carriages. Venison was a common article of diet.

The enjoyment and merriment were rare; the characters were original; the stories were new, and good, and the songs were new. The traveler is seldom favored with such a treat. Claret was the general drink, I believe, among the fox hunters of old, but hock appeared to be the favorite beverage here; and, among the

many sparkling songs, was the following, which was dedicated to the virtues of hock:

Away with all grief,
And let us be merry,
And fill up the bumpers of wine.
And let it not be, with Madeira or sherry,
But Hock. Give us Hock,
Sparkling Hock, from the Rhine,
For Hock is the wine,
And it comes from the Rhine,
From the land of old legend and song.
And drink as we may
The heart rises gay,
As night with her shades.
And her joys fly along,
When we drink of its nectar.
The fancy in dreams
Wanders away, to the soft, flowing streams,
To the land, where the maidens,
Are tilling the wine,
And pressing the grape,
On the banks of the Rhine.

And now, let it be,
Through this land of the free,
Far and wide, on her bright banners spread;
While beauty, shall shine,
That Hock is the wine,
Through summer and winter,

Till youth shall have fled.

It is estimated that there were a thousand persons, at this resort, in 1838. The following statement, for 1835, will give an idea of the real number of people here, in the days when the road was in its prime: "Already, there is a vast concourse of strangers' from the North and the South, the east and the west, coming from the din and bustle of the city, or from the baneful mismate of the marshes, to find health and pleasure at the Virginia Springs.

"Ut luna inter minores sideres."

It is estimated that the buildings for 1836, would accommodate four hundred persons at one time. And yet, as previously narrated, it was found necessary and profitable, to erect many other large ones, at a distance of five or six miles, to accommodate the overflow.

Henry Howe visited this region about 1846, and has left us a drawing, showing a number of the buildings. This is reproduced on page

"The Springs are situated, in a narrow vale between the spurs, of Laurel Mountain.

Besides the White Sulphur, numerous other springs were in the vicinity. The Warm Springs, were forty miles, on the road, toward Staunton. Besides these are the Hot Springs, the Sweet Springs, the Red Sulphur, the Salt Sulphur, each of which were supposed to have its own peculiar curative qualities.

Travelers to the Springs, from the North, generally came by way of Washington, where they take the steamboat to Fredericksburg, 60 miles. The remaining part of the journey is by

land travel over a very good mountainous road, for the last one hundred miles of the route. Travelers by the public stage reach Charlottesville by the close of the first day, after leaving Washington, passing through Staunton, on the next; breakfasting at the Warm Springs on the morning of the third day, and arriving at the White Sulphur, the same evening." (Appendix to White Sulphur Springs Papers, p. 153-4).

But, the stage travel was not all. In fact, it was probably a small part only, of the full amount of the travel, and, in many cases, consisted of the middle classes only. Those who were too poor to pay stage fare, either walked, or rode horseback. On theother hand, many of the wealthier people, had their own private conveyances, and disdained to ride, with the common herd.

Even in the early days, there was considerable immigration, passing to the West, but after the completion of the road, it increased to such an extent as to become a serious matter, to the welfare of the "Mother State."

The following is copied from a letter by an eminent literary gentleman of Virginia under date of 1835:

> "In enjoying the pleasures and advantages of safe transportation, along the great State road, which traverses this section, there is a spectale often presented, which awakens a malancholy train, of inflections. I allude to the number of emigrants, who allured, by the hope, sometimes deceptive, of improving their condition, are bending their toilsome march, to the far West. Imagination becomes busy, in conjuring up the broken ties, of early association, of kindred and country---and we read, in the sorrowful visages, of some of these wretched fugitives, tales of mental and bodily suffering, which, no language could express. It is true, that some of these numberless caravans, present the exterior of comfort, and even happiness, but, for the most part, it is evidently the last struggle of despairing poverty, to escape from the hardships of its lot. Whilst the philanthropist shudders, at such scenes, of wretchedness, the politician must mourn, over the increasing drain, to population, as well as the causes, which produce i . I trust, at least, if the wave of emigration must continue to flow westwardly, that the time will shortly come, when the forests and mountains of our Commonwealth, will present sufficient attractions, to break its force, if it does not entirely arrest it."

Over this route, came man of all ages and conditions. Some came to find homes, in the west, some, on exploration or hunting tours, some as traders, and for various other reasons. But whatever the cause of their coming, they were moving ever westward. Mark Pencil, the author of a very interesting little volume, "The White Sulphur Spring Papers" bearing date of 1839, but referring to the previous year, says:

> "The pass, passing by the White Sulphur, is the great route, to the West, by Guyandotte, and for many weeks, hundreds

of wagons, and other conveyances, have been going by, filled with emigrants, in search of new homes. There is much character to be met with among them occasionally, and it affords the writer much pleasure and interest, at times, to hear their original remarks, as to the country, where they were going, and what they intended to do, when they got there. I came upon a party one day, who had been bivouacing, on the way, it turned out to be a whole neighborhood, from one of the eastern counties, in Virginia, on their way to Illinois. They had with them, all their farming utensils, and furniture, spinning wheels, churns, and the like. The boys, a number of them, who were large enough, were supplied with guns, and walked after the wagons, and furnished the game. The old patriarch of the family, with who I conversed, said it went very hard with him, to leave old Virginny, but the lands, they had just quitted, were quite worn out, and would not produce sufficient support, for their families, which were large. They had collected several hundred dollars, among them, and were going to buy and cultivate new lands, in Illinois. Theold man was quite pleased, and surprised when I mentioned that the emperor of China, ploughed a furrow once a year, from respect to the farmers, and agriculture, and calling the attention of one of the boys near him, he said, "Do you hear that, sir, that the king of China was a farmer? and if you keep straight, you may be President of the United States yet."

The same author relates, that a Swiss gentleman, made a tour to Guyandotte, for the purpose of seeing the Mississippi River. On his return, he was asked, how he liked the looks of the mighty stream, but he appeared unwilling to talk.

Henry Clay was a great favorite, long the road. Mrs. Ellen Woods of Cincinnati says: "My grandfather, Zebulon Griffin, moved from Charleston, to Teay's Valley, not far from Hurricane. I haveoften heard my mother relate, that a stranger drove up, one evening, in a private conveyance, driven by a negro servant. He asked for lodging, and as my grandfather never turned anyone away, he was, at once, invited in. For some reason, Mr. Clay did not introduce himself. Next morning he thanked my grandfather quite warmly, but as the folks had been well entertained, by his conversation, he was told that they could not have treated him better, if he had been Henry Clay, whereupon he made himself known, to the delight of all."

Another very interesting matter, to which we have merely previously alluded, was the shipping of hogs, mules, and horses, over this road, from points west, and north of Guyandotte. This usually occurred, in the fall, as this was the time when grain

and other feed could be most cheaply obtained. Farmers along the route, made a business of raising corn, for this purpose. "The Western Virginian" published, at Charleston, under date of December 6, 1826 says:

> "A western friend informs us, that upwards of six thousand hogs have passed up the valley, of the Great Kanawha, as early as the fifth, of this month, mostly, destined to the eastern quarter, of this State---this accession, to our usual supply, by that route, is owing to the very useful and convenient road, recently constructed between the Kanawha and James Rivers." This paper estimates that it costs one dollar and a quarter per cwt., to bring the hogs. The droves sometimes monopolised the roads, for days. This continued, until the Civil War. There are many men, now living, along the route, who remember seeing these droves. The life of the drover, was, by no means, an easy one. After driving the stock through the Valley, and sometimes, even to Richmond, or other eastern cities, he often walked back, receiving, for his services, usually less than a dollar a day. On his return, in order to receive full wages, he was compelled to make a certain number of miles, per day. The growing of corn, for these droves, became a business with many of the farmers, along the route. So anxious were they, to sell their crops, in this way, that they have been known, to ride several miles, to the west, to meet the droves, in order to make a bargain, in advance, of their less enterprising neighbors.

The demand for corn tended to impoverish the soil, to such an extent, that in some cases, it was literally worn out.

The farm of John Hubbard, in Teay's Valley, was called "Pea Ridge" because it was said to be so poor that it would not sprout black-eyed peas. Steamboat transportation diverted part of this traffic, to Pittsburg, and other markets, and thus prevented this condition, from becoming worse than it was.

Freight was carried, in the Conestoga wagons. Of these, "the running gear" was very strong and heavy. The body was shaped somewhat, like a boat, higher at the bow, and stern, than 'mid ship' and canvas. An 'end gate' could be taken off, for loading and unloading. The feed trough was swung, at the stern, and when, in use, was supported on the stern, by a single arrangement. Every wagon was drawn, by not less than four horses, and often six were employed, the horses being arranged two abreast. There was hardly any limit to the capacity of the wagon-body, and the loading was regulated, by the strength,

of the horses, and the conditions of the roads. With good roads, four horses were required to draw 'forty hundred' pounds, including forage, for the trip, and six horses 'sixty hundred' pounds. The usual load, for four horses was, about sixteen barrels of flour. A train of these wagons, from five to twenty, in a line, creeping along a public road, the white canvas covers, cospicuous at a distance, was always an interesting spectacle. The teamsters made themselves as jolly, as possible, round their campfires at night, and on the road, many of them betrayed much pride in their horses, and equipments. The sight of one of the Kellars, of Augusta, driving his team through the streets of Richmond, as most ofour farmers did, suggested to St. Leger Carter, a member of the Virginia Legislature, his lines called 'The Mountain Wagoner'":

"I've often thought, if I were asked,
Whose lot I envied most---
What one, I thought most lightly tasked,
Of man's unnumbered host,
I'd say I'd be a m untain boy,
And drive a noble team-wo hoy!

Wo hoy! I'd cry,
And lightly fly,
Into my saddle seat.
My rein I'd slack,
My whip I'd crack,
What music is so sweet?

Six blacks, I'd drive, of ample chest,
All carrying high thehead-
All harness'd tight, and gaily drest,
In winters, tripped with red.
Oh yes, I'd be a mountain boy,
And such a team I'd drive-wo hoy!

Wo hoy! I'd cry-
The lint would fly-
Wo hoy!--Dobbin, Bell!
Their feet should ring;
And I would sing-
I'd sing my dol-de-ral.

My belle would tingle, tingle-ling,
Beneath each be r-skin cap-
and, as I saw them sewing and swing,
Yöd;bthehe mëdrbesä mhuntain boy,
And drive a jingling team,-wo hoy!

Wo hoy! I'd cry-
My words should fly-
Each horse would prick his ear!
With tightened chain,
My lumbering wain,
Would move, in its career.

The golden sparks, -you'd see them spring,
Beneath my horses' tread;
Each tail-I'd braid it up, with string,
Of blue, or flaunting red:
So does, you know, the mountain boy,
Who drives the dashing team-wo hoy!

Wo hoy! I'd cry-
Each horse's eye,
With fire, would seem to burn;
With lifted head,
And nostral spread,
They'd seem the earth to spurn.

They'd champ the bit and fling the foam,
As they dragged on my load-
And I would think, of distant home,
And whistle, on the road,
O would, I were a mountain boy-
I'd drive my six-horse team-wo hoy!

Wo hoy! I'd cry,
Now, by yon sky,
I'd sooner drive those steeds,
Than win renown,
Or wear a crown,
Won by victorious deeds:

For crowns oft press, the languid head,
And health, the wearer shuns-
And victory, trampling on the dead,
May do for Goths and Huns:
Seek them who will-they have no joys,
For mountain lads and wagon boys.

But the life of the wagoner, was not without its temptations, as well as its hardships. The undue use of liquor, often caused trouble. Dr. Speece was accustomed to say that some men, who were staid church members, at home, left their religion, on the Blue Ridge, when they went east, with their produce."

The Conestoga wag n had its origin near Lancaster, Pennsylvania. "About one mile east of the public square, in Lancaster, a fine old arched bridge, of stone, carried the turnpike, across Conestoga

Creek, a stream flowing southward, into the Susquehanna. It takes its name, which has become famous, in American History, from a small tribe of Indians, who lived, on its border. The early inhabitants made the water deeper, by building dams, with locks, and sailed their boats, with loads of produce, down to the Susquehanna. In the common phraseology of that time, they called it the 'Conestoga' navigation.' But the most interesting thing, to which the name 'Conestoga' navigation was given was a wagon that was invented, in this region."

In a picture of one of the streets of Charleston, drawn by Henry Howe, in 1846, one of these wagons is seen. Many old persons now remember them distinctly. They were in use, until after the War, and were often painted, in gay colors.

Solomon Thornburg, grandfather of George E. Thornburg, came to this county, from the Shenendoah Valley, in 1813. These old Prairrie Schooners, as they were sometimes called, often came from as far distant, as North Carolina, bringing whiskey and chestnuts, and returning with bacon, fattened on the mast, or nuts of various kinds, in which this region abounded.

As many as thirty of these wagons have been seen, winding their way, in the early fifties, above Charleston, to the East, with their heavy loads of salt and other goods, while those coming West, were loaded with fruit, plug tobacco, and general merchandise. Six-horse teams often came loaded, with nothing but tobacco, destined for the refined taste, of the western pioneers. While there were hundreds of drivers, but few are remembered, by name. Jim Crow was a haughty fellow, and rarely spoke to any one. The Kite brothers---Bob, Dick and Bill---were also wagoners, and a jollier crowd was hard to find. They always carried their fiddles, and the nights were made merry, by the wagoners, engaging in "bul dances," (So called because no women were present.) around the camp-fires. They carried their own cooking utensils, and slept around the fires, or in the wagons. In the day time, or at night, they could be heard for miles, singing negro melodies, of which they seemed to possess a full repertoire, and of which, they never tired. They bought their provisions and feed of the farmers, or taverns along the route, cooked their own meals, and drank their own whiskey. They were a rough set of fellows, always ready for a fight or a frolic. The life was a hard one, which only men, of the most powerful physique, could stand. Their dress was of a kind, suited to the life they led, homespun or jeans of the best quality. As they road was not macadamized, it became fearful, in the winter time, and it was often, practically impossible to haul anything. Imagine, then, what must have been the condition, before the building of the pike. The heavy hauling had to be done in the summer, or fall of the year. Unlike the Natchez Pike, there was no competition, among the stages, on

the Kanawha Road. J. F. Caldwell and David Surbough, were probably, the first to run a stage, over the route. At first they only made one trip a week, but after securing the mail contract, they were usually able to make regular daily trips. Tourists and travelers, generally, were attracted to this route, on account of the grand scenery, and the general healthfulness of the region. In good weather, the stages made from seventy-five, to eighty miles per day, mostly, in the day time. In 1831, Messrs. Porter and Belden had control of the stage line, along the whole route, from the Ohio River, to Richmond. Travel increased, and they put on an extra line of stages. As previously narrated, the stages, at first, followed the Pea Ridge route, to Big Sandy, but now owing to the new road, built by the Guyandotte people, they followed that route and it soon became customary, for travelers by steamboat, to meet the stages, at that point. However, they continued to make the trips, to Big Sandy. The stage company built and owned the steamer "Guyandotte," which made regular trips to Cincinnati twice a week. The pike was not finished, from Charleston to Guyandotte, until 1829. Hence, it is probable, that Porter and Belden were the first, to make this end of the route, as the stages, at first, came no further west, than Charleston. Fares had to be paid in advance, or assumed by some one, who was responsible. The stage company took no chances.

The regular schedule at this time required the stage to leave Catlettsburg, every Thursday, at one o'clock, and to arrive at Lewisburg, on Saturday evening. The stage fare was as follows:

From Big Sndy to Guyandotte---- .75
" " " " Charleston----$4.50
" Gyandotte to Charleston----$4.00
" Big Sandy to Lewisburg-----11.00

Each passenger was allowed twenty pounds of baggage free, while excess baggage was charged for, at the "rate of $4.00 per cwt., per hundred miles, and then carried only, at the option of the driver, and at the risk of the owner." No chances were taken on fares, as they were required to be paid to either of the proprietors, or the driver or" assumed by some gentlemen, with whom the stage stops." Those who arrive on steamers, at Guyandotte, or Big Sand , or "in the stage at Lewisburg, were to have the preference, and next to them, those who first register their names for seats, at the place, where the stage stops; which are at Catlettsburg, Big Sandy; Guyandotte Inn, Guyandotte; Wetherall's, Charleston, or at J. F. Caldwell's.

By 1829, the stages were running three times a week. The company advertised to make the trips by daylight, and to rest on Sunday. The stage crossed, at what was known as the "Middle Ferry"

in a houseboat kept by George Goshorn, proprietor of the tavern "at the sign of the Jackson Hall."

Porter, Belden & Company put on a line of stages, in 1826 (?). Owing to the fact that the Post Office department prohibited mail drivers, from carrying newspapers, beyond the post office to which they were addressed, and by reason of the fact, that the many little errands, which they were called to do, not only delayed the mail, but also caused the teams to suffer, the drivers were prohibited from doing errands, except to carry medicine.

Records are not avilable giving the names of all the stage companies. In 1854, M. P. Parish & Company were running a line of four horse stages leaving Guyandotte, every Tuesday, Thursday, and Saturday, for points as far east as Lynchburg. But, by this time, the travel on the road was declining, it being more convenient and less expensive to reach the east, by steamer and railroad. So long as there was no better way of traveling the pike was considered a luxury, but after the C. & O. reached the Ohio; then, it was contemptuously spoken of, as a "mud pike."

While the road was in its prime, the stage coach life had many enjoyable features. "The Kanawha Banner," of August 5, 1831, gives a letter from a gentle man, in New York, quoting his brother, who had just returned, from a trip in Illinois. He says the route "is immeasurably superior, to any road, across the mountains, that he had seen." While, as previously noted, the most aristocratic people sometimes used private conveyances, it was customary, for all to trave, in the same stage, and to stop at the same taverns. Thus, it was possible, for the average citizen, to converse with the greatest staemen of the time, tending to break down the social barriers, which probably, otherwise, might have increased.

The stage drivers were usually strong, robust men, skilled in handling the lines of a six-horse team. An observer gives us the following touch of the stage life, near White Sulphur Springs:

> "The sound of the horn called us, again, to the stage, and we were whirled away, down the steep, to the base of the mountain, with incredible velocity. The drivers of the stage, in this part of the country, (mostly young men) are very active and expert, and will send a six-horse team, round the shortest curves, of the mountains, with the same skill, and ease, as a Broadway whip will turn a phaeton."

This was in the neighborhood of White Sulphur Springs, but we have another description by a gentleman---Mr. Flint---of

the western end of the line. "But in this wild and unsettled region, one if surprised to find an excellent road, so well graded, so smooth, and safe that we galloped, up and down, during the greater part of the night, with teams of horses, by no means, well broken, at full speed, and without apprehension, though our course lay over two considerable mountains, separating the waters of the Guyandotte, from those of the Kanawha."

It would be interesting to know the names of the drivers, and something about their personality. But on this point, the records are silent and our only knowledge, is the recollection of a few old men, not many of whom, remember farther back than 1850. In contrast, to the wagoners, the stage drivers were the aristocrats. They stayed at the best taverns, and conversed freely, with Clay, or Jackson, or any one else who might pass over the road.

Henry Russell was a stage driver, between Guyandotte and Coal's Mouth. Dick Stanley, Charles H. Summerson of Guyandotte, Perue Harbour, and others long forgotten, wielded the whip, in the fifties, and perhaps before.

The coaches were fitted with lamps, suspended on the sides, as at present, thus enabling them to drive, on the darkest nights. The harness, of the horses, was of the finest manufacture, ornamented in brass. The horses were, of the best obtainable, in the famous Blue Grass Region of Kentucky, or in the Valley of Virginia. Regular relays or stage stands, were kept along the road. Here the horses were changed and a fresh relay hauled the stage, to the next stand, and so on, to the end of the line. A Mr. Hanley kept stage stand and hotel, in a two-story, frame house, about a half mile, below the Ona railroad cut, and just above Blue Sulphur Springs. Adam Black kept a toll gate, above the Methodist church, beyond Ona. He lived, in a brick, at the left of the road, just above Thorndyke. John Dirton kept both the toll gates, at Barboursville. He lived in the old house, at the forks of the road leading to Pea Ridge, and to Mud bridge, a few hundred feet, beyond the County bridge, over the Guyandotte. The house is still standing, but has been removed, up Main Street, just west of the present theatre building. The drivers drive, at a rapid rate, and never stopped, unless hailed, by a prospective passenger. Each one carried a horn, usually of tin, with which, he announced the time, for the beginning of a trip, or the approach to a station. He received about a dollar a day, the highest salary of any employee, on the road, for he had to be a man, of some skill, as, in his hands, lay the safety of the passengers. But, with all the precautions taken, accidents sometimes occurred. Sometimes a slip came in the road, and at others the drivers were drunk, or careless. A very old lady of Guyandotte, Mrs. Douthat, told of

a stage wrecking in crossing a little bridge, over Patt's Branch, two or three miles above Buyandotte. The body of the coach fell, only a short distance but, the boot fell, to the bottom of the creek. Some of the passengers were injured, but none seriously. The road was kept in repair, by the profits, from the tolls. The following is a schedule of tolls as at first authorized:

For a wagon, team and driver----------25¢
" every four-wheeled riding carriage----------20¢
" " man and horse----------6¼¢
" " head of cattle ----------¾¢
" " score of sheep of hogs----------3¢
" " cart or two wheeled riding carriage---12½¢

After deducting the expenses of keeping the gates, and paying for the collection of the tolls, the net proceeds were to be wholly applied, proportionate, to the damage done to the road, and the profit to the traveler or drover. A two-wheeled vehicle was supposed to do, approximately, only half as much damage, as one, with four wheels. Per haps the legislators also wanted to encourage the western drovers, to bring thoir stock, to the eastern markets, for the tolls, on them, were proportionately smaller, than the damage would be compared with horses and wagons. The rates varied, from time to time, but, in general there was not a great deal of difference. There was some oppositon, at times, owing to the manner, in which the law was enforced. The stages, at first, were not only required to pay a heavy toll, but the individual passengers also. A gentleman traveling over the road, in 1832, stated that the passengers were astonished that they had to pay an extra fee, and, at first, refused to pay, but, finally, yielded to the strong arm, of the law, consoling themselves by chanting the negro melody, "Ole Virginny Never Tire!"

In spite of all the bad roads, people traveled much, even in the very early days. This made it necessary, to have "houses of entertainment." We are frequently told that, in a backwoods or mountain country, people are unusually hospitable, therefore, we are surprised to find these "houses of entertainment," so widely distributed, as an examination of the County Court records, would indicate. The law was rather strict, as to who should be granted license. He must be "a man of good character, not addicted to drunkenness, or gaming." The Court was to consider" the convenience of the place proposed, the character of the petitioner, for good order, sobriety and honesty, and his ability to provide and keep good, and sufficient houses, lodging, and entertainment for travelers." He also had to enter into bodn, and security. The following is a copy of one of the records granting a license to Thomas Morris, in 1813:

"On the notion of Thomas Morris, ordinary license is granted him, to keep an ordianary, in the town of Barboursville, at the house now occupied by Ben Maxey, who tereupon, with Cadwallader Chapman, his security, came into court, and gave bond, as the law directs". The license fee was, usually, about eighteen dallars, per yera and proportionately less, for a shorter time. The records show that peter Dirting, (now spelled Dirton) was granted a license, in 1814. He was jailor also, but died about 1815, and his widow, Elizabeth Dirting, continued to keep,at her house, in Barboursville, for several years. These "houses of entertainment" were usually calld "ordinaries".

In 1815, license were granted to John Everett, Samuel Short, Jeremiah Ward, Thomas Morris, Adam Black, George Chapman, John McConahon, John Morris,Jr., and Joseph McGonigle. Jeremiah Ward, at that time, lived somewhere, in the region of Four Pole Creed; Thomas Morris lived inBarboutsville; John BcConahon, in Guyandotte; Adam Black lived near the present site of Cna, While John Morris, jr., lived on the road, a few miles aboue,Milton at the Berkeley place. Adam Black continued to keep ordinary, for years. In fact, although, it is not certain he kept all the time, he was keeping a hotel and stage stand, in a building yet standing, about three miles below Milton, up to the Civel War.

John Y. Chapman kept in Guyandotte, and Ben Baxey, Philip Baumgardner, Elizabeth Dirting, William McComas, Jr, and Thomas Morris were allkeeping in Barboursville. In 1818, James Conner, who lived in the Valley near Hurricane, and kept a store, took out a license, and continued to keep, for some time. John Shelton was licensed to keep "at a brick house he rented of Thomas Ward in Barboursville," This was the George E. Thornburg house.

The County Court had the legal right to fix all ordinary rates. The following is the entry showing the rate for 1816:

"Ordered that the ordinary rates, in this couty, be as usual, except that lodging 12½¢, Oats and corn twelve and an half cents, per Gal. Horse standing in hay, all night, twelve and an half cents, Cordial, Cherry Bounce, and Gin, Eighteen and three-fourth cents Pr. Half Pint". The Court seemed to forget to fix the rates, on this occasion, for "Whiskey and Reach Brandy", but a little later they were fixed "at eighteen and three fourths per ½ pint, Beach Brandy, per ditto eighteen andthree fourths cents".

On page 215, of this same record, we find whiskey could be sold at $2.00 per gallon, the best wine, and peach brandy, at $6.00 per gallon, while meals were twenty-five cents each.

It is not likely that these rates were always charged, as thet were the maximum. Nearly all the old men, with whom the writer has conversed on the subjest, insist that the liquor could be had, at a very much cheaper rate, in their day.

The early landlords differed, from those in a later day, in, that they were not tav rn keepers, by profession. They were hunters, farmers, ferry keepers, as well. Aside from the fact, that they kept liquor for sale, they made little, or no extra preparations, for their guests. The travel was of a transient and spasmodic nature and, if one house should be over crowded, the doors of all others, were open. Most of the buildings, even in the towns, were of logs.

The traveler, who chanced to stop at one of these first ordinaries found little to distinquish it from the average mountain cabin. The food consisted of whatever the season afforded-- game, fruit and corn-bread, ground at the little water-mills, was a meal fit for a king. Family and guest frequently gathered in the same room, told their hunting and Indian stories, and drank liquor, from the same demijohn. After the building of the pike, the inns took on a more mercenary

character. The landlords now gave up their other occupations, and became inn keepers, by profession. They sought in every way, to please their guests. One landlord, at Charleston, in order to attract trade, advertised " A moderate allowance of genuine old rye, free to travelers, gratis" and also, "In conclusinon, he begs to assure the public that nothing on old Virginian can do for the comfort of those, who may call on him, shall not be neglected."

There was published in Guyandotte before the War, a newspaper, called "The Guyandotte Herald" . In the issue of December 1, 1854, Mrs. Evan Blume, and Mrs. Aaron McKendree advertised a temperance tavern on Front Street, in Barboursville, "free from a set of drunken loafers, who always lay around a whiskey tavern".

John Hatfield and William Merritt also kept taverns, in Barboursville, and sold whiskey, wines, Etc. But"soft Drinks" were unknown, in those days.

The old Merritt hotel stood, on the site, of the late George E. Thornburg's residence, on the northeast corner of Main and Center Streets, in Barboursville.

HOUSES OF ENTERTAINMENT

With all the bad roads, which the early pioneers were under the necessity of using, one would imagine that men would remain, at home and, thus avoid the unpleasantness and inconvenience of travel. Yet, anyone who has ever had access, to the early records, diaries, and writings, of our forefathers, cannot fail to be impressed with the number of persons journeying, in the mountains, and elsewhere.

It is probably true, that the absence of newspapers, and ready means of communication, made people more inquisitive, at that early day, than now. This travel made it necessary that "Houses of Entertainment" be established at more, or less, regular intervals; otherwise, the general public would be under the necessity, of caring for the travel. From the glowing accounts, we often read, of the hospitality of the early pioneers, we would infer, that every home was open, to anyone who might chance to pass through.

Therefore, we are surprised to find these "Houses of Entertainment, so widely distributed, as an examination of the County Court records, would indicate. The writer has carefully examined the records of Cabell County, from 1814, and for several years, and finds this statement to be correct.

The law required persons who wished to keep tavern, to obtain a license, from the County Court, and to enter into bond and security. The following is a copy, of one of the records, granting a license, to Thomas Morris in 1814:

"On the motion of Thomas Morris, ordinary license is granted him, to keep an ordinary, in the Town of Barboursville, at the house now occupied by Ben Maxey, who, thereupon, with Cadwallader Chapman, his security, came into Court and gave bond, as the law directs".

The license fee was, usually, about $18.00, per year, and proportionately less, for a shorter time. The records show that Peter Dirting (now spelled Durton) was granted a license, in 1814. He was Jailer, also, but died about 1815; and his widow Elizabeth Dirting continued to keep, at her house, in Barboursville for several years. In 1815, licenses were granted to John Everett, Samuel Short, Jeremiah Ward, Thomas Morris, Adam Black, George Chapman, John McChanahan, John Morris, Jr., and Joseph McGonigle. Jeremiah Ward lived on the Ward farm, across Guyandotte just above the mouth of Mud River; Thomas Morris lived in Barboursville; John McChanahan in Guyandotte. Adam Black lived near the present Town of One, while John Morris, Jr. lived, on the road, a couple miles above Milton.

Adam Black continued to keep ordinary for years, although, it is not certain, he kept all the time. In fact, he was keeping a hotel stage stand, in a building yet standing, about three miles below Milton, up until the Civil War.

John Y. Chapman kept in Guyandotte, and Ben Maxey kept in Barboursville. In 1817, Ben Maxey, Philip Baumgardner, Elizabeth Dirting, William McComas, Jr., and Thomas Morris, were all keeping, in Barboursville.

In 1818, James Conner who lived in the valley, near Culloden and kept a store, took out a license, where he continued to keep for some time, while John Shelton was licenses to keep "at a brick house he rented of Thomas Ward, in Barboursville". This was the house later occupied by William Merritt, corner Center and Main Streets.

The County Court had the legal right to fix the ordinary rates. The following is the entry showing the rate, for 1816:

"Ordered, that the ordinary rates, in this County, be as usual, except that lodging 12-1/2¢, Oats and corn 12-1/2¢ per gallon; horse standing, in hay, all night 12-1/2¢; Cordial, cherry bounde and gin 18-3/4¢, per half pint. The Court seemed to forget to fix the rates, on this occasion, for whiskey and peach brandy; but a little later, they were fixed "at 18-3/4¢ per 1/2 pint for peach brandy".

On page 215, of the same record, we find whiskey could be sold, at $2.00 per gallon; the best wine, and peach brandy, at $6.00 per gallon, while meals were 25¢ each. It is not likely that these rates were always charged, as they were the maximum. Nearly all the old men with whom the writer has conversed, on the subject, insist that liquor could be had, at a very much cheaper rate, in their day. Long before this -- 1802 -- the County Court, of Kanawha County, had established a rate of 8-1/3¢ for lodging; meals 25¢; whiskey, per half pint, 10¢; peach brandy, 12-1/2¢; beer or cider, per quart 10¢; wine per quart, $1.33; Rum or French brandy, 40¢.

Stephen Teays settled, at Coalsmouth, about 1800, on the lower side thereof. Here "He established a ferry, and kept an Inn and worked his farm, and entertained the travel, which was then principally, from and, to the Ohio River, at Gallipolis and Point Pleasant." Later, his son James T. Teays, came and settled where the turn-pike crossed Coal River, in 1831, and built a large, two-story hotel, frame," and stage stand.

When Judge Lewis Summers made his tour, from Alexandria, to Gallipolis, he kept a journal, in which he makes the following note: "Tavern kept by Tyree; pretty good house". This was Richard F. Tyree, who, it is claimed, kept the first House of Entertainment, in Lewisburg.

Probably the most celebrated tavern on the entire route, with the possible exception of the one, at White Sulphur Springs, was Callaghans, of whom more anon. He came at a very early time and his name is perpetuated by Calleghan Station, on the C & O. Railroad, near which he was located.

John Hansford moved to the Kanawha River, below Point Creek, in 1799, and built the first frame house, on Kanawha River. He kept House of Entertainment, and was Militia Captain, and also a Magistrate.

Henry Clay and Henry Banks, land speculators, Members of the Legislature, and of Congress, and travelers generally, stopped there. They had two muster rolls each year--spring and fall. Here from all parts of the country, the Militia would gather. Mr. Hansford made peach and apple brandy, and let it age. After the muster practice, he would roll out a barrel of brandy, and then purposely disappear, as the sequel did not fully accord with the dignity, of his official position. The fighting would soon begin. Sometimes the combatants amused themselves, by what was known as "gouging", a process of fighting with nails purposely trimmed sharp.

Such were the mountain taverns, before the building of the Kanawha Road. They had their origin, in the very necessities of the time. From the list of names of these early taverns, it seems that almost every back-woodsman was a tavern keeper. This indicates, that there was considerable travel in that early day, and perhaps, also, that money was scarce. The early landlords differed from those, in a later day, in that they were not tavern keepers, by profession. They were hunters, farmers, ferry keepers, as well. Aside from the fact that they kept liquor for sale, they made little or no extra preparation for their guests. The travel was of a transient and spasmodic nature, and if one house should be overcrowded the doors of all the others were open.

Most of the buildings, even in the town, were of logs. Almost in the center of Barboursville, to this day, an old log dwelling was standing yet, a reminder of the days when only the wealthy could afford better buildings.

The traveler, who chanced to stop, at one of these first ordinaries, found little to distinguish it, from the average mountain cabin. The food consisted of whatever the season afforded. Molasses of home made sugar, game, fruit, in its natural state, or dried, but never canned; pumpkin, and beans dried in strings, over the fire, formed the bulk of the food. This, with the cornbread made of meal ground at the little water mills, was a meal fit for a King. At night, it was no uncommon thing for guest and family, to occupy the same room as sitting room, and bed room; and tell their hunting and Indian stories and drink liquor from the same demijohn.

After the building of the Pike, the Inns took on a more mercenary character. The landlords were no longer--to the same extent, as before--"men of all trades", but they now became Innkeepers, by profession. As the stages only stopped, at certain places, it is probable that there were not so many as before, at least, they were not so scattered.

About the only source we have, as to the character of the taverns, of that day, are the newspapers published at Charleston, and of these, only a few files are known to be in existence, and those covering a period of only about ten or twelve years, at the beginning of the Pike's history.

In Charleston, George Goshorn kept, at the sign of the "Jackson

Hall", "on the bank of the river, just above the middle ferry, and opposite the Court House". Mr. Goshorn kept the ferry, and, hence, was able to direct much of the travel his way. The ad. was dated 1826, but he states that "he still continues to carry on the business, of tavern keeping", showing that he was there previous, to that date.

The Charleston Hotel stood "in the center of the beautiful village of Charleston, and immediately on the bank of the Great Kanawha River, nearly opposite the steam boat landing." George W. Spottswood was the proprietor. At first, it was a stage stand, but a change was made to Major Ruffner's about a mile and a half, above town. Mr. Spottswood adroitly calls attention, to the fact, that the charges at stage establishments are sometimes unreasonable and "hopes the removal of the stages will not prevent those desirous of resting a few days, or of awaiting a boat, from putting up at his house. Charges are 25¢ for each meal; 12-1/2¢ for lodging; 50¢ for horse, 24 hours". Cheaper rates by the week, or the month. He makes the significent remark: "A moderate allowance of genuine old rye, free to travelers, gratis." and "In conclusion, he begs to assure the public that nothing an old Virginian can do for the comfort of those who may call on him, shall be neglected."

One of the most celebrated Houses of Entertainment on the whole route was kept, by Major Daniel Ruffner, 1-1/2 miles east of Charleston. He owned hundreds of acres of land, and had as fine pastures as the Kanawha Valley could boast of. A traveler in 1832, described it as "a fine brick house, embowered in trees, and grape vines, with a noble apiary, about a mile south of the Village of Charleston. We regretted to see the mansion of the old worthy Cohoe desecrated to the use of a hotel. The fields, of the Western Man of Uz, we could not discover nearer than four miles from the mansion." He further states that more than a thousand acres of fine corn and grass were growing on the place. The main part of Charleston, in those days, was just above Elk river.

Major Ruffner began keeping here, about 1826. There was a camp meeting ground, near his farm, at which, the people gathered each year, from all parts of the country. Here they would listen, to the "wit, wisdom and eloquence" of ministers of earnestness and ability, rarely surpassed, at the present day, while their horses fed, on the great pastures of Mr. Ruffner. The name of this typical old Virginian is still perpetuated, by his descendants, in the "Ruffner House" at Charleston, one of the finest hotels, in the city.

Most of the advertisements for these old "Houses of Entertainment" were of a condescending nature. In 1830, C. W. Drecksler opened the "Salines Hotel", at the salines, six and one-half miles east of Charleston. He had "extensive stabling provided, with wholesome hay, corn and oats, and careful oatler". "By strict attention to the comfort of travelers, he hopes to merit a share of public patronage". Separate rooms for the accomodation of private families always in readiness". This was to accomodate the local travel, to the salines as it was too close to Ruffner's, to be a stage stand. A hack ran to Charleston morning and evening.

A Northerner traveling over the route, rarely failed to notice the condescension of the landlords. Said one: "The mountain taverns are, moreover, exceedingly hospitable and attentive, with a full measure

of Yankee curiosity". The same writer, speaking of the tavern, at Kanawha Falls says: "The tavern is kept by a good natured chunk of a man, who like Sancho, cast a shadow of nearly the same altitude when lying down as when standing erect. He was obliging, almost, to arrogance and officiousness, as I may remark in passing, are all the landlords on these new routes, where passing has recently been let in, upon the solitudes, like light in ancient fable, upon the lower regions." "Mountaineers are fixed, along this new route, allured by the passing, and are either taverns, or people who furnish them with supplies".

The editor of the Banner, however, takes issue with this opinion of our landlord. "The author has clearly mistaken the part and bearing of mine host, at the Falls. True, native politeness is one of the most striking, among the many good qualities, of this gentleman". "A better tavern or more agreeable landlord is seldom met with, anywhere." Another writer quoted in The Gazetteer of Virginia, speaks of it as a spacious hotel, which stands opposite the Falls."

Fourteen miles east of Kanawha Falls, Philip Metzker, in 1831, owned a large farm and stage station. In an ad. to sell the property, he said there were over a hundred acres cleared. "It has a large and commodious dwelling house, with all necessary outhouses. It has a barn 80 feet in length, and twenty-six feet in width, and under the barn, thirty-two stalls; part of them are not yet furnished".

Robert W. Poindexter was proprietor of "Liberty Hall", situated on the turn-pike, ten miles below Charleston, at the "house formerly occupied by Mrs. E. B. Thornton." This would be a mile, or two, above St. Albans. One mile below Charleston, at Willow Grove, Mrs. Watson is prepared to entertain travelers, at her house on the South side of Kanawha."

The Kanawha Banner of Feb. 13, 1831, contains an ad. by Daniel Morgan, of Washington County, Ky.,offering to rent "for one year, and perhaps more, all that farm, ferry and tavern seat, in Cabell County, Va., on the Ohio River, and immediately above the mouth, of the Big Sandy, at the termination of the turn pike road."

We learn from this ad. that David McCormick lived, on the premises, and that "considerable land has been recently cleared, and there has been considerable made, by keeping store house."

In 1832 Maupin's, Conner's and Wilson Taverns were scattered along the route, between Barboursville and Hurricane Bridge.

From the "Gazeteer of Virginia and District of Columbia", published in 1835, we learn that there was a hotel at Gauley Bridge, and a state stand and a good tavern at Coal's Mouth. At Hansford Post Office opposite the mouth of Paint Creek, "The only houses are a mercantile store, and a House of Entertainment". There were three hotels, each at Charleston and Lewisburg, while around White Sulphur Springs "Several large and handsome hotels have sprung up, in the neighborhood, for the distance of six or seven miles, with the view of merely accomodating the company over-flowing, from the limited accomodation of the Springs." At Frankford, a town ten miles north-east of

Lewisburg, and a short distance off the pike, were two taverns, and one at Connellsville.

There were also excellent taverns at Blue Sulphur Springs, and other Springs in the vicinity of White Sulphur.

At Lewisburg, Messrs. Frazier and May kept noted taverns. This was a great Court town, in those days. The State Law Library was located here. Around these taverns, judges, lawyers, and jurors mingled with the aristocracy of the road. When Court was in session, tourists from the White Sulphur, frequently came over to spend the day, listen to the great speeches made by such men as Judge George W. Summers, an orator of such ability, as to attract attention, in any Court in the United States.

From the Guyandotte Herald of December 1, 1854, we learn the names of some of the hotels in Guyandotte and Barboursville, at that time.

The Eagle Hotel, at Guyandotte, was kept by John W. Baumgardner. Orren Moore and J. H. Vandiver were proprietors of the Union Hotel, on the "Corner of Guyan and Front Streets, near the steam boat landing".

James Stuart ran the Stuart House, which he had recently enlarged. This was situated on Main Street. Baggage was brought from the river, free of charge.

An old lady, living in Guyandotte, stated that John G. Wright kept a hotel, on the river bank, and that the Hotel on Main Street, stood where the Page & Everett Building later stood. She claims the Wright Hotel was the better of the two. The Main Street Hotel was operated by many different people, among whom was one Mr. Smith, who fell downstairs and broke his neck. He was not related to the Smiths now living in Guyandotte.

Mrs. Everett Blume and Mrs. Aaron McKendree ran a temperance tavern, on Front Street, in Barboursville, free from "a set of drunken loafers, who always lay around a whiskey tavern." John Hatfield and William Merritt also kept whiskey taverns at Barboursville.

The stage stands, along the route, were always located, in connection with the taverns. Mr. Anderson Bias, whom I have previously quoted, and who worked, on the road, about 1852, says, at that time the stage stands were located as follows: The first one, was at the mouth of Sandy, Adam Black's. Coal's Mouth, the proprietor, of which was John Oveshine. The next, of which he hasn't any recollection, was kept by George P. Huddleston, three miles below the Falls in a building on the left of the pike, going east. Aaron Stockton had a tavern, at the Falls, It was a three story brick, located just above the Fall Rock, on the right of the pike, going east, two and one half miles above Stockton's old man Miller kept, at the foot of Gauley Mountain, in a frame house, on the right hand side, of the pike, going east.

Vaughan's Tavern, a large, two-story frame, was located four miles beyond Hawk's Nest, on the top of Gauley Mountain.

John Morris kept in Teay's Valley, in a house still standing and later occupied by T. J. Berkley. It is about three miles, below the village of Hurricane.

The house in which Adam Black kept is standing also, at the prêsent day, and is now occupied by _____.

Andrew Curry kept tavern, at Hurricane Bridge, for a long while before.

With the exception of White Sulphur, Callaghan's was the most celebrated tavern, on the route: It was situated, on Dunlap's Creek thirteen miles east of White Sulphur Springs, at the intersection of several great mail, and stage routes, through the valley. Dennis Callaghan was landlord here, for many years, before the building of the Pike. Lewis Summers spent a night with him, in his trip through the Kanawha Valley, in 1808.

After his death, he was succeeded by his son, who, like Rip Van Winkle's son, seemed to have inherited his father's traits, with his cast off galligaskins. Here centered all the travel from Pennsylvania, and Maryland, through the Shenandoah Valley, from Washington, Richmond, and other great cities of the East, from North Carolina, and from the Ohio. Here it paused a little, joked with our genial landlord, tested his liquor, enjoyed his hospitality, and then passed on to the Ohio, via Grêat Kanawha, or Boone's Wilderness road, or even to the Father of Waters. Below is a view of Dennis Callaghan, in 1813:

"At Dennis Callaghan's, where we breakfasted, there is a little stream, which joins James River and, eventually, mingles with the ocean, and, a few miles beyond, there is a similar one, which is tributary to the Mississippi. Here, then, resides the mighty River God, of the Âlleghanies who carries an urn, under each arm, from one of which, he presses the waters of the east; from the other, those of the west.

My mind expanded as it floated rapidly, like a canoe, down the river, one moment dwelling, on the vast ocean, and then on that endless river, whose innumerable tributary streams, like veins and arteries, in the heart of that great valley, forming natural links and bonds of common union, which will forever remind the people of that vast region, of their kindred blood and kindred interests.

But I must not forget little Dennis Callighan, who is neither muscleman nor oysterman--and, at any rate, would much rather have the inside of an oyster, than its shell, I'll swear for him. Dennis is a sort of "old man of the mountains, as well known, in these parts, as Dennis Bulgruddy was, on Muckslush Heath. He is an Irishman, bones, true blue, pluck liver, and lights, midriff, and all; and he settled in this place, about the time the oyster shells (imbedded in a rock near-by) did, I believe; for the memory of man runneth not to the contrary, of his living here. How he got here, the Lord only knows, but here he is, and here he is likely to remain, and flourish; for no trouble ever passes his door without calling, either, because it is the only House of Entertainment, for many miles, or because Dennis is such a wag, pestilent, and withal, a very honest fellow, which for a publican, is prodigious. He may be known, by being a little

fellow, dressed in long, ring-tailed coat, with buttons about the size of a pewter plate, a pair of breeches, made very loose, ornamented with new buckles, of massive workman-ship, and four square, or near about: I won't be positive. He has a mighty way of pulling up his galligaskins, with one hand, and drawing the sleeve of the other, across his nose, at the same time, I suppose, because it "tickles" him.

His stockings were of mixed woolens, and had, in them, a pair of small jolly, short, long, thick spindle legs, that precipitated themselves, into his shoes, by means of two feet, at the end of them, which said feet were rather short, but made up, in length. He wears a quequ of some two dozen hairs, which in their primitive institution, seem to have been black, but are now like Hamlet, Seniors beard, "a sable silver".

As Dennis will doubtless be remembered by posterity, I thought it well to be particular, in giving a description of him, which will doubtless become vaulable, as he shall become extinct. We inquired of Dennis, if we could get breakfast, being pretty "sharp set" with a ride of fourteen long miles. "Breakfast", said he, with infinite gravity, "you can't get breakfast here", "I don't keep tavern any more". "However, said he, after enjoying our perplexity, "I am not going to breakfast, myself, but you are welcome to go snacks with me".

In a little time we were going away. Oliver, a traveling companion, very gravely thanked him for his hospitality, without offering to pay him. This made Dennis look rather blue, for he thought it was carrying the joke a little too far. However, we paid him, at length, in silver, at which he expressed no small astonishment, not having seen any, in a long time.

In the "White Sulphur Springs Papers", on page 20, we have a view, of the younger Calleghan, in 1838:

"We stopped once more, on our road at Callighan's, a great breakfasting house, thirteen miles, this side of the White Sulphur, at the intersection of several mail routes. We were very hospitably entertained, by the facetious, and obliging host--who never differs in opinion, with his guests, on any subject thats not fare."

"Dennis Callaghan, the father of the present proprietor, was immortalized by the author of "Westward Ho", long since.

"On what side of the question, are you Mr. Callighan"? said one of us, to him at parting.

"Why, sir, I don't like to differ."

"I'm sure we don't; but how do you stand?"

"Why", said my friend, "I am Van Buren--Sub Treasury--Administration--Ultra Whig."

"Well, said he, "Mr. Stranger, I am exactly where you are."

The life of the road culminated, in the life at White Sulphur Springs, They were justly called, the "Saratoga of the South" for, next to that resort, they were the most noted watering place in this United States. They were known, at a very early date, but were not opened, as a public resort, until 1818 by William Herndon, who had leased the property, for a period of ten years, from the Owner, James Caldwell. From that day, for many years, the place was crowded with visitors, during the warm season, for many years, and, at this day, bids fair to be the most popular resort, in the State. Here were gathered the President, United States Senators, Judges, Govenors, while whole families, came through, to mingle, in the gay society, and to recuperate their health.

"There is an arrival: It must be a family from the South, from the extent of the train, and the number of horses and vehicles. First, comes the baggage wagon, then a young gentleman, on horse back, then follows the "diligence", containing the children, nurses and hand boxes; After that, comes a closed carriage, with the ladies of the family; then the gentleman, himself, riding after, and the cavalcade is brought up, by several other vehicles, and servants, as outriders."

So many classes of people, were sure to attract a crowd of physcians, phrenologists, dentists, and itinerant jewelers, to fatten on the purses, and impose upon the credulity, of the inexperienced. The traveling museum, with its wax figures, snakes, Indian costumes, wolves, and other animals, sometimes passed through. Deer were plentiful, in the vicinity. A son of the proprietor, owned a pack of sixty hounds, in 1838. The season opened, in August, and continued four months, almost without interruption. The deer were so plentiful, that the ladies often witnessed the hunt, from their carriages. So, venison was a common article of diet.

"The enjoyment and merriment were rare, the characters were original, the stories were new, and good, the songs were new. The traveler is seldom favored with such a treat. Claret was the general drink, I believe, among the fox hunters of old, but hock appeared to be the favorite beverage here. Among the many sparkling songs is the following which was dedicated to the virtues of hock:

Away, with all grief,
And let us be merry,
And fill up the bumpers, of wine;
And let it not be, with Madeira or Sherry,
But Hock. Give us Hock.
Sparkling Hock, from the Rhine.
For, Hock is the wine,
And it came from the Rhine
From the land, of old legand and song,
And drink as we may,
The heart rises gay,
As night, with her shades,
And her joys, fly along,

When we drink of its nectar,
The fancy in dreams,
Wanders away to soft, flowing streams;
To the land, where the maidens, are tilling the vine,
And pressing the grape,
On the banks of the Rhine.
And, now, let it be through,
This land of the free,
Far and wide, on her bright banners spread,
While beauty shall shine,
That Hock is the wine,
Through summer and winter,
'Til youth shall have fled.

It was estimated, that there were six thousand persons, at this resort, in 1838. The following statement, for 1835, will give an idea of the real number of people here, in the days, when the road was in its prime:

"Already, there is a vast concourse of strangers, from the North and the South; the East and the West, coming from the din and bustle of the cities, or the baneful miasmata, of the marshes, to find health and pleasure, at the Virginia Springs, among which this shines forth: "Ut luna inter minores sideres". (Folks, in those days, quoted Latin, to boast of their learning.)

It was estimated that the buildings, for 1836, would accomodate four hundred persons, at one time. And yet, as previously narrated, it was found necessary and profitable, to erect many other large hotels, at a distance of five, or six miles, to accomodate the overflow.

Henry Howe visited this region, in 1846, and has left us a drawing, showing a number of the buildings. This is reproduced on page_____.

"The Springs are situated in a narrow vale, between the spurs of the Laurel Mountains".

Besides the White Sulphur, numerous other springs, were in the vicinity: The Warm Springs for forty miles, on the road, towards Staunton. Besides these are the Hot Springs, the Sweet Springs, the Red Sulphur, the Salt Sulphur, each of which was supposed to have its own, peculiar curative properties.

"Travelers, to the Springs, from the North, generally come by way of Washington, where they take the steamboat, to Fredericksburg, sixty miles away. The remaining part of the journey, is by land travel, over a very good, mountainous road, for the last one hundred miles of the route. Travelers by the public stage reach Charlottesville, at the close of the first day, after leaving Washington, passing through Staunton, on the next day; breakfasting, at the Warm Springs, on the morning of the third day, and arriving, at the White Sulphur, the same evening."

CROZET, THE BUILDER

From "Southern Sketches No. 8, First Series, Claudius Crozet," by Col. William Couper, published by the Historical Publishing Company, of Charlottesville, Va., in 1936:

Claudius Crozet was a French engineer, a son of Francois Crozet, a wholesale wine merchant, of Bercy, near Paris. He was born, at Villefranche, December 31, 1789. His mother was Pierrette. He was a graduate of the "Ecole Polytechnique," which had many noted scholars. He was an officer, under Napoleon, and took part in many of his battles, and was captured, by the Russians, but was treated royally. He failed to take part in the Battle of Waterloo, because he had been ordered back, to bring up ammunition, but failed to arrive, in time, because of bad roads. It might have been different, had he succeeded.

He now decided to leave France, and resigned April 11, 1816.

"He was married June 5, 1816, to Mademoiselle Agatha DeCamp," and shortly after, left for the United States. He soon became an assistant professor, at West Point, and became a full professor March 16, 1817. He was the father of three children.

Mr. Crozet was an accomplished mathematician. "The Board of Visitors, (at West Point) expressed the opinion that Captain Crozet is, by far, the best mathematician, in the United States."

George Washington was one of the first, if not the first, to recommend western improvements—roads, and railroads. (See Sparks, Volume 9 p. 115)

"June 2, 1823. Crozet took the oath of office, as principal engineer, of Virginia, at Richmond.

"His duties were varied. He examined a number of projects, and surveyed the route, from Staunton, to Lewisburg (Greenbrier County).

"He visited Lexington, in 1826," Later, 1830, "he recommended a steam railroad from the head of river navigation, to the Kanawha River."

He met opposition, and resigned, October 28, 1831, Governor John Floyd wrote him a letter of regret, October 29, 1831 (p.62).

"And so, as Latrobe expressed it, Crozet passed out of the State of Virginia, which is indebted to him, for the system of improvements, that made her mountain roads, the best, then, in America."

"It was natural now, for Crozet, the Frenchman, to seek employment, in Louisiana. Interest, in natural improvements, was high, and Crozet, having failed to impress Virginia with his railroad scheme, now thought of the opportunity to develop further, an interest in the railroad, despite failure in Virginia."

He again went to Louisiana but, in 1837, returned to Virginia, and served the state, as late as 1849.

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All copied (Two articles. Do not page until later)

Crozet, the Builder.

From "Southern Sketches No. 8; First Series, ~~Zarah~~ Claudius Crozet," by Col. William Couper, published by the Historical Publishing Company, of Charlottesville, Va., in 1936:

Claudius Crozet was a French engineer, a son of Francois Crozet, a wholesale wine merchant, of Bercy, near Paris. He was born at Villefranche, Dec. 31, 1789. His mother was Pierrette. He was a graduate of the "Ecole Polytechnique", which had many noted scholars. He was an officer, under Napoleon, and took part in many of his battles, and was captured, by the Russians, but was treated royally. He failed to take part in the Battle of Waterloo, because he had been ordered back, to bring up ammunition, but failed to arrive, in time, because of bad roads. It might have been different, had he ~~arrived~~ succeeded.

He now decided to leave France, and resigned April 11, 1816.

"He was married June 5, 1816, to Mademoiselle Agatha De Camp," and shortly after, left for the United States. He soon became an assistant professor, at West Point, and became a full professor March 16, 1817. He was the father of three children, ~~one of whom, Miss Odele Eugenia~~

~~a granddaughter, Miss~~

Mr. Crozet was an accomplished mathematician. "The Board of Visitors, (at West Point) expressed the opinion that Captain Crozet is, by far, the best mathematician, in the United States."

George Washington was one of the first, if not the first, to recommend western improvements - roads, and railroads. (See Sparks, Vol 9 p. 115)

"June 2, 1823. Crozet took the oath of office, as principal engineer, of Virginia, at Richmond

"His duties were varied. He examined a number of projects, and surveyed the roddle, from Staunton to Lewisburg. (Greenbrier County.)

"He visited Lexington, in 1826," Later, 1830, "he recommended a steam railroad from the head of river navigation, to the Kanawha River".

He met opposition, and resigned, Oct. 28, 1831, Governor John Floyd wrote him a letter of regret, Oct. 29, 1831. (p. 62)

"And so, as Latrobe expressed it, Crozet passed out of the State of Virginia, which is indebted to him, for the system of improvements, that made her mountain roads, the best, then, in America".

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now thought of the opportunity to develop further, an interest in the railroad, despite failure in Virginia"

He again went to Louisiana but, in 1837, returned to Virginia, and served the state, as late as 1849.

He never continued his work, as a surveyor, on the Kanawha Road, but his influence, on the project, can never be forgotten.

"I worked on the Kanawha Pike from Charleston to Big Sewell, when I was about nineteen years old. I received sixteen dollars a month, and board, from the James River and Kanawha Company. We worked from sun to sun, and then walked two to four miles to camp. While working, we were not allowed to sit down, except a half hour at noon. We would rent a small house. The regular quota for a crew consisted of fourteen men. We used oxen entirely. Covered wagons were the only wagons used. I believe they were called Conestoga wagons. They hauled all kinds of freight. They nearly all carried whiskey, and, sold it to anyone who wanted it. I have seen as many as thirty of them, in one train. Twelve or fifteen of them could be seen any day, but the long trains passed only about twice a week. Coming east they hauled fruit, salt, meal, iron, flour, etc. I have seen as much as six horse loads of plug tobacco, at one time, going east."

The Drivers

"I remember Jim Crow, and the three Hite brothers, Bob, Dick, and Bill, but there were hundreds of others. They usually lay in their wagons, at night. They bought hay and corn, from the taverns. They cooked their own meals, and drank their own whiskey. They were quite rough. The Hite brothers often sang negro melodies. They always had their own fiddles, and had regular "bull" dances. There were no women.

"Sometimes, a slip in the pike caused a wreck.

Jim Crow was a haughty fellow. I threw a shovel full of gravel, on his near lead horse, to cause him to run. He took

off his hat, and made a polite bow, and asked who did it. I confessed. He treated, apologized, and was friendly thereafter."

"The wagons had the first "rubbers" I ever saw. The wagon beds were invaribly boat shaped."

"The stage drivers put up, at the Taverns. I think they got a dollar a day. I remember Dick Stanley. He drove, between Coal's mouth and Big Sandy. There was a stage stand at Cattletts-burg and another at Coalsmouth."

"John Overshiner kept at Coalsmouth. Johnny Morris kept tavern in Teays Valley, two miles below Hurricane Station. The house is standing yet, and was occupied by old man T. J. Berkeley, until his death, a few years ago."

"George C. Huddlestone kept the next stage stand, and tavern. The bridge, at Coalsmouth, was not over two hundred yards, from the mouth of Coal. There were only fifteen or twenty houses, and the Stand was near the river bank, on the left side of the pilse, going east.

"The stages were painted, in different bright colors. The horses wore no bells. They were driven, at a rapid rate, and never stopped, unless they were hailed. The stages had seats like a street car, each holding two people. They were about sixteen feet long and carried about twenty persons. Vaughn's Tavern was located, about four miles beyond Hawk's Nest on top of Gauley Mountain. It was a large two-story frame. Old man Miller kept, at the foot of Gauley Mountain, in a frame house, on the right going east. There was no house at Hawk's Nest."

"Aaron Stockton kept tavern, in a three-story brick, at the Falls, on the right of the Pike, going east, two and a half miles below Miller's. It was just above the Fall Rock. All taverns sold whiskey. It was kept, in a half gallon demijohn, in the sitting rooms. There was more, but it could not be seen."

"George Paddy Huddlestone kept three miles below the Falls, on the left of the road going east. I think Turkey Creek was near Point Creek, or possibly, Point Creek was called Turkey Creek."

"The stage horses had very large harness, ornamented with brass. There were large leather flaps, to cover the shoulders."

"Drivers used tin horns, which they blew, at regular stopping places."

A stage wrecked, a mile or a mile and a half below Gauley Bridge, and injured some ladies. Some wagons were trying to pass each other, and ran too close to the right bank, as they were coming west."

"The horses were mostly from Kentucky, and were of the finest. The coaches had lamps in front, suspended to an iron bar."

"Sometimes passengers rode with the drivers."

"I saw many people moving west--scores of them. They brought beds and provisions, but no furniture."

"My father set all the mile posts--they were rectangular stoves eight or ten inches square, and about three feet long, and extended about two feet above ground. They were all set, on the right hand side of the road. My father's name was Bennett Bias. He was raised on Guyan just above Salt Rock, on the west side of the river. I think Jarvel Porter owns it."

"So far as I know, the mail was carried on horse back, and not by stages. I never saw a stage put off any mail. I only worked for the company about six months."

"A Mr. Curry kept a tavern at Hurricane Bridge. He had a good frame house, within twenty yards of the bridge, on the right of the road going east. He was a small red-whiskered man, and had a long mustache. He was quite clever."

"Old Geo. P. Huddlestone was a small hump-shouldered man--a nice man. He had a son, George P. Huddlestone, who was a rather large man weighing 175 to 190 pounds and a very clever fellow. The tavern was a two story frame, with a story and a half all."

All the taverns had sign posts, with signs reading: Public Entertainment."

Dr. Morris of Milton said: "Charley Conner had the contract for building Hurricane Bridge in 1834."

"Abia Rell lived where John Gerlach now lives and kept inn and tavern, and stage stand, just below Mud Bridge, above Milton."

A Mr. Burgess, of Saint Albans, said, about 1942: "A frame building, still standing about twenty feet, beyond the bridge, across Coal River, at the western end of St. Albans, used to be used as a relay horse and stage stand. This is where they changed horses. These stands averaged about ten miles apart. This building is now owned, by Mrs. Maria Barker, a descendant of the original owner, a Mr. Stephen Teays. It stands above the road, going west."

The following is a copy of an advertisement, taken from The Kanawha Banner of March 9, 1835:

To Travelers

The subscriber informs the public, that he has taken the Brick Tavern, in Barboursville Cabell cty. formerly occupied by A. Holderby Esq. The house has undergone considerable repairs and has been fitted up with entire new furniture and bedding. He hopes that with the aid of a well furnished table and attentive servants he will be able to render those who call on him comfortable, at least nothing will be omitted on his part to render general satisfaction as respects both his accommodation and fair. There is a large and commodious stable on the premises, which will always be kept well furnished with grain and hay and a careful ostler will be at all times in attendance.

WILLIAM MATHER

"Drovers can be accommodated with grain, hay, stabling and out lots, on moderate terms."

March 19th, 1835-4t

On March 7, 1911, I interviewed Anderson Bias, of Milton: He said: "I was born, in Putnam County, Feb. 27, 1833, and am now 78 years old. I ~~worked on the Kanawha Pike, etc~~. He said: